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Lessons Learned

HEADQUARTERS, 34TH ENGINEER GROUP (CONST) [U] 8  
APO San Francisco 96291

EGF-CO

18 May 1967

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for  
Quarterly Period Ending 30 Apr 1967 (U)

THRU: Commanding General  
US Army Engineer Command Vietnam (P)  
ATTN: AVCC-P&O  
APO 96491

18 OACSFOR

Commanding General  
US Army Vietnam  
ATTN: AVHGC-BH  
APO 96307

19  
07-RD-670306

Commander In Chief  
US Army Pacific  
ATTN: GPOP-OT  
APO 96588

TO: Assistant Chief of Staff for Force Development  
Department of the Army (ACSFOR DA)  
Washington, D.C. 20310

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AUG 19 1968

Section 1. Significant Organizational or Unit Activities

1. (U) Activation and preparation for overseas movement.

a. General. HHC, 34th Engineer Group (Const) was activated under TO&E 5-112E on 1 September 1966 at Fort Lewis, Washington by General Order 148, HQ Sixth US Army. Subsequently, General Order 199 Sixth US Army deleted the organic aviation section. The Fort Lewis, Maintenance Battalion (Provisional) was designated to sponsor the Group Headquarters. The unit was placed on alert to Southeast Asia by DA Message 793990 DTG 142013Z December 1966. An equipment readiness date of 20 February 1967 and a personnel readiness date of 6 March 1967 was established (Incl 1).

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COL Joe M. Palmer, CO, MAJ Melvin Wohlman, S-3, and MAJ John Hatch, S-4 departed for Vietnam on 10 February 1967 to establish liaison with US Army Engineer Command, Vietnam (Provisional). They visited the units that were to be assigned to the 34th Engineer Group and established liaison with the 79th Engineer Group (Const) and the 159th Engineer Group (Const) and returned to CONUS on 20 February 1967. The visit helped the unit in final preparations for the movement to Vietnam. The advance party consisting of the CO, S-3, S-4, S-1 (MAJ WC Tomsen), and 4 EM arrived in Vietnam on 12 March 1967. The advance party was hosted by the 79th Engineer Group at Long Binh. After five days in the Long Binh area, the advance party moved to Vung Tau where they prepared for the arrival of the main body. On 21 March 1967 the main body departed Fort Lewis and flew to Tan Son Nhut, Vietnam via C-141 from McChord AFB, arriving on 23 March 1967. Upon arrival at Tan Son Nhut, the unit was transferred to C-130's and flown to Vung Tau.

b. 573d Engineer Company (FB).

The 573d Engineer Company (FB) was activated on 15 March 1965 at Fort Bragg North Carolina by General Order #36, HQ Third Army. The unit was organized under TO&E 5-78E, less 21 EM. Upon activation, the unit was assigned to XVIII Abn Corps Fort Bragg, North Carolina by General Order #77, HQ XVIII Abn Corps. The unit was reassigned to the 5th Log Command and later reassigned to the 159th Engineer Group. Upon deployment of the 159th Engineer Group, the unit was reassigned to the 14th Engineer Battalion, later reassigned to the 92nd Engineer Battalion, and then reassigned to the 523d Engineer Battalion. When the 523d Engineer Battalion was deactivated this unit was assigned to 12th Support Brigade. The unit was alerted for deployment to Southeast Asia on 16 June 1966, with 28 January 1967 as the Equipment Readiness Date, and 11 February 1967 designated as the Personnel Readiness Date.

c. Personnel, Administration, Morale, Discipline.

(1) Headquarters 34th Engineer Group on date of activation, 1 September 1966, had two officers, one warrant officer, and three EM present for duty. On 20 September 1966, the Personnel On Station Date, 60 of the authorized 84 personnel were present for duty. Upon departure from CONUS in March 1967, the unit was at full strength less one EM who was DFR as a deserter for missing movement.

Eight officers and senior enlisted with families were assigned on improperly prepared orders, which did not permit movement of their dependents to Fort Lewis on a normal PCS. Procedures were available to correct individual cases, but in some instances the individuals had already relocated their families elsewhere and did not elect to relocate them again. This was a morale problem resulting in needless personal hardship on key personnel. Reassignment instructions from DA to units issuing orders

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should be more complete to prevent this problem from developing, and headquarters issuing orders should be more careful to advise personnel of available options.

The DA controlled assignment of all personnel by control number did not prove to be foolproof. Problems which could not be corrected by internal realignment required action at Fort Lewis Post level and re-requisitioning to correct. Greater reliance on local fill action at post and Sixth Army levels would have been more personal in nature and precluded many malassignments.

Availability of publications, particularly ARs, DA Circulars and Pamphlets, and CONARC and Sixth Army publications were in short supply during period of activation. A complete set of required publications, directives and blank forms should be available immediately upon activation.

No serious disciplinary problems developed during the activation period. Morale remained high throughout as personnel worked towards the goal of preparing for overseas movement.

The Group Commander was not assigned until 14 October 1966, over six weeks after activation. The assigned Executive Officer was junior to Battalion Commanders of the three attached battalions. These two factors caused considerable confusion and wasted effort during the initial activation period. Earlier selection and assignment of key personnel would have prevented this.

(2) 573d Engineer Company (FB). At the time of alert the 573d Engineer Company (FB) consisted of 2 Officers, 0 Warrant Officers, and 175 EM of which 60 were special duty personnel assigned to the unit as fillers. MOS qualified personnel started arriving during August and by the end of September the unit was near full strength. All SD personnel were reassigned to other units on post prior to departure. The unit had two men DFR as deserters prior to the unit departing.

d. Logistics. TOE equipment was requisitioned by the Group's sponsoring unit. Although some items were requisitioned erroneously and had to be re-requisitioned at a later date all requisitions were submitted on 6 August, 25 days prior to activation.

Shortly after activation of the 34th Engineer Group, three construction battalions scheduled for deployment, were attached. These battalions were activated on 1 July but had not received any major items of equipment. This seriously affected their capability to conduct meaningful training except in the vertical skill area.

The majority of TOE equipment of HHC, 34th Engineer Group was received within 60 days after submission of requisitions; however, three items, the soil, concrete, and asphalt test sets were not received. A concerted effort by the group staff and Army Material Command representatives failed to expedite delivery. The unit attained a C-1 readiness condition on 31 December 1966. On 14 February 1967 the soil test set was received; a POM requisition check, conducted after arrival in country,

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indicated a delivery date of 29 June 1967 for the asphalt set and 30 September 1967 for the concrete set. These sets provided the unit its quality control capability and are essential for full performance of the TOE assigned mission.

No significant problems were encountered in packing, crating and shipment of TOE equipment to the units in-country destination.

e. Training.

(1) Headquarters, 34th Engineer Group program was developed to train the unit prior to the equipment readiness date. Fort Lewis provided considerable guidance on required subjects. The unit training plan is attached (incl 2). On 18 February 1967, HHC, 34th Engineer Group was 100% POR qualified.

The unit initially trained with the M-14 rifle. On 7 January M-16 rifles were issued to the unit, and qualification firing was completed with the new rifle on 30 January 1967.

An FTX was conducted 5 December - 7 December 1966. Another FTX was conducted 5 January - 12 January 1967. This second training exercise was keyed to provide intensified POR training. The unit's ATT was conducted 23-26 January 1967, and resulted in a rating of excellent.

(2) 573d Engineer Company (FB). With sufficient time between the alert date and deployment date, a systematic time table was set up for training of all personnel. The training program was based on ATP and subjects required by CONARC for unit deploying to Southeast Asia. Included were field sanitation, malaria control, jungle survival, ambush drills, Vietnamese village attack, plus all types of bridging missions. The unit was issued M-16's early in February 1967, and all members of the unit qualified prior to deployment. All personnel newly assigned who missed portions of the training program were given make-up training to complete their qualification for deployment. The training cycle ended in November and the unit underwent an ATT based on ATT 5-138, from 14-18 November 1966 and received a rating of satisfactory, noting however, that the unit was short of mission essential equipment. Under control of XVIII Airborne Corps, the ATT consisted of dry span bridging, night construction under combat conditions, light tactical raft and foot bridge construction, construction of an M&T bridge, night and day convoys, defensive measures, and security of job-sites.

2. (U) Overseas Movement.

a. HQ, 34th Engineer Group moved from Fort Lewis to Vietnam by C-141 from McChord AFB. General cargo departed Tacoma 5 March 1967 aboard the Express Virginia accompanied by two EM and arrived at Vung Tau on 2 April 1967. Red TAT moved by air on 21 March 1967 with the main body and arrived at Tan Son Nhut on 23 March 1967, where it was loaded on two C-130's and sent to Vung Tau. A WABTOC package was shipped from Oakland Navy Yard aboard the Steel Flyer on 10 March 1967 and arrived in Saigon on 5 April 1967. From there it was shipped by LCM to Vung Tau.

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b. 573d Engineer Company (FB) moved from Fort Bragg, North Carolina, to Southeast Asia by both air and sea. The unit equipment, with the exception of Red TAT cargo, was convoyed to Charleston, South Carolina. The equipment departed CONUS on 6 February 1967, accompanied by one officer and one NCO. The advance party, consisting of one officer and five EM left Fort Bragg and traveled by air to Southeast Asia, arriving 5 March 1967. The main body consisting of five officers, one WO, and 196 EM were flown to Oakland, California from Pope Air Force Base, Fort Bragg, North Carolina where they departed CONUS on 2 March aboard the USNS Weigel. They arrived in Vung Tau on 23 March and were air transported to Long Binh. The equipment was convoyed from Saigon to Long Binh on the same day by the advance party and host unit personnel. One NCO and 2 EM were left in CONUS. The NCO is enroute to unit, and 2 EM in CONUS will join unit in three months, when deferments are completed.

## 3. (C) Employment in Vietnam.

### a. General.

(1) HQ, 34th Engineer Group upon arrival in Vung Tau immediately started construction of two 120' X 20' two story tropicalized buildings. During this period of construction, the headquarters operated in tents adjacent to the side of the new buildings. The buildings were completed on 5 April, one for EM billets and the other for the Group Headquarters. On 5 April the 34th Engineer Group became operational and on 20 April 1967 was assigned units and an area of responsibility. The first operation order published by the 34th Engineer Group in Vietnam is attached (incl 3), which describes the mission, boundaries and task organization of the group. On 30 April 1967, the group received a letter of Instruction from the Commanding General USAECV(P) (incl 4).

(2) 573d Engineer Company (FB) upon arrival in Vietnam, was housed with its sponsoring unit, the 500th Engineer Company (PB) located in Long Binh. During the first few days the unit unloaded Red TAT, deprocessed unit equipment and erected living tents. The unit started hauling operations four days after arrival in-country by immobilizing its bridge loads. Hauling was coordinated by S-3, 79th Engineer Group for units within the group's area of responsibility. In addition to the cargo haul mission the 573d assumed control of two rafting sites in support of the 199th Light Infantry Brigade two weeks after arrival. On 20 April 1967 the 573d Engineer Company (FB) was assigned to the 34th Engineer Group. At the present time the unit continues with the rafting missions and is supporting units of the 34th Engineer Group with cargo hauling. Additionally, personnel and equipment of the unit are constructing a company base camp at Long Binh Post.

### b. Personnel, Administration, Morale, Discipline.

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(1) TOE 5-112E provides for this headquarters to function as an operational control and planning staff. It is not manned to perform the administrative and personnel management functions required in Vietnam. Since the TOE manning level did not provide enough personnel for accomplishment of the unit's mission, five additional officers were required:

✓(a) Contract Liaison and Installation Master Planning Officer (CLIMPO). This position was directed by USAECV(P) to supervise and coordinate construction planning and base development. (incl 4).

✓(b) Liaison Officer. Liaison with USAECV(P).

✓(c) Military Personnel Officer. Supervises a Personnel Section directing personnel actions and management of three battalion personnel offices and operation of a unit personnel office for over 500 records of personnel in separate units.

✓(d) Civilian Personnel Officer. Required to organize, develop, and maintain a continuing program of employment for over 1300 Vietnamese civilian employees, both skilled and unskilled. Monitor associated pay and security actions; coordinate labor force needs with changing operational and mission requirements; and provide staff supervision over civilian personnel offices in assigned units.

✓(e) Assistant S4 for Transportation. Required to coordinate the movement of personnel, supplies, and equipment throughout the entire group area of responsibility; to expedite the continuous movement of construction materials with various transportation agencies, including rock haul from three quarries producing 1000 to 1500 cubic yards per day, most of which is moved by tug towed barges to widely scattered points in the Delta.

(2) It was also necessary to immediately build a Personnel Section and procure the assets to operate it. The personnel and equipment resources were not immediately available and the level of training inadequate. Additional clerical personnel were also needed throughout the headquarters.

(3) Groups organized under TOE 5-112E should be augmented to a realistic manning level commensurate with the requirements in Vietnam.

c. Logistics.

Upon arrival in Vietnam the 34th Engineer Group recommended that its headquarters be located in Vung Tau. One of the primary considerations in making this recommendation was that this would co-locate the headquarters with the logistical base responsible for supply support.

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of operations in the majority of the 34th Engineer Group areas of responsibility. Approval of this recommendation by USAECV(P) and the establishment of the headquarters at Vung Tau greatly increased the unit's capacity to influence supply support to its assigned units.

The primary problem encountered by the 34th Engineer Group upon becoming operational was the transportation of construction supplies, initially rock, to the Delta. Sufficient barges were allocated to the unit to haul the rock; however considerable difficulty was encountered in obtaining tugs to tow the barges from Vung Tau to the Delta. Continuous coordination with the 4th Transportation Command and the Transportation Management Agency resulted in a scheduled tow of the 300-ton barges to one of the two primary off-loading sites and an as-required tow of the 700-ton barges to the other off-loading site. Coordination with these two agencies was required in that the water routes travelled by the tugs have different technical definitions. (Ocean and inland waterway). Approximately one-fifth of the initial requirement has been hauled and a continuous effort is being made to improve the system.

The problems inherent with transportation of supplies in the Delta were further amplified by the requirement for the 34th Engineer Group to engage in construction on Phu Quoc Island, approximately 30 miles off the west coast of Vietnam and a total of 210 miles west of Vung Tau. Initial support of this operation was made by LST; however ration and fuel are delivered by air every fourth day. Other construction supplies are delivered as water transportation becomes available. To more effectively use transportation assets an Air Force Caribou has been requested on a "dedicated user" basis to support this operation. A reply to this request has not been received.

Periodically, different types of construction materials are critically short. The response of the supply system is usually slow and considerable effort is expended in locating and transshipping a portion of diminishing in-country stockage to units of the 34th Engineer Group. The 34th Engineer Group is working closely in conjunction with the 53d General Support Group in an effort to forecast and project future construction material requirements. It is anticipated that this action will help prevent the development of critical shortages.

#### d. Operations.

(1) General. The 34th Engineer Group area of responsibility includes all of the IV Corps Tactical Zone and the southern portion of III Corps Tactical Zone, (see incl 3) with the exceptions of Bien Hoa, Long Binh and Vung Tau. The area encompasses 18,000 square miles, approximately 1500 miles of roads and 1900 miles of navigable river and canals.

On 20 April 1967 the 34th Engineer Group assumed responsibility for all construction projects in its area. It was anticipated that the Vung Tau area would also come under control of the group at a later date.

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## (2) Unit Stationing.

(a) The stationing of assigned units was based on several considerations. The 9th Infantry Division with headquarters at Bear Cat is the major US troop unit in the 34th Engr Gp area of responsibility. It was considered ~~desireable~~ to designate an Engineer Combat Battalion to provide support to the 9th Infantry Division. The 86th Engineer Battalion was designated for this mission and its companies were stationed to coincide with the troop disposition of the 9th Infantry Division. The 86th Engineer Battalion Headquarters and two line companies were stationed at Bear Cat, one line company at Dong Tam and one at Tan An.

(b) The 27th Engineer Battalion was designated as the unit to provide combat engineer support to the 11th Armored Cavalry Regiment, the Royal Australian Task Force, and any other non-9th Infantry Division units operating in the 34th Engineer Group area of responsibility. No change was made to 27th Engineer Battalion stationing, the battalion remaining at Long Giao.

(c) The 595th Engineer Company (LE) and the 67th Engineer Company (DT) were attached to the 86th Engineer Battalion and stationed at Bear Cat. This was to augment the 86th Engineer Battalion with additional equipment for support of the 9th Infantry Division. One platoon from each of these companies was placed in DS of the 27th Engineer Battalion and stationed at Blackhorse.

(d) The 573d Engineer Company (PB) and the 617th Engineer Company (PB) were assigned directly to this headquarters. These units were stationed at Long Binh near the hub of the principal road net in the area in order to allow rapid response to any tactical bridge mission in the Group area. Company C of the 577th Engineer Battalion (Const) was retained under direct control of this headquarters temporarily until the 69th Engineer Battalion (Const) arrives in-country, at which time it will be attached to that battalion.

## (3) Operational Support.

(a) The major operational support provided by the 34th Engineer Group was support of Operation Enterprise, a long term 9th Infantry Division operation in Long An Province. This mission consists primarily of elevating rice paddies with fill from surrounding paddies and topping fill with rock and light duty (M8A1) matting to create battalion operating bases.

(b) Two bridges were constructed by the 617th Engineer Company (PB) during this reporting period. On 14 Feb 67 the company built a 20' bridge over a pipeline in Saigon. On 17 Apr 67 a 60' DS bridge

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was constructed to be used as a loading ramp at Newport Dock. Four bridge support missions were completed. From 12 through 18 May the 15th Engineer Battalion (C), 9th Infantry Division was supported in the construction of 120' DS and 70' DS bridges in Long An province. From 27 to 29 March 67 the 1st Engineer Battalion (C) was supported in constructing a 410' DD bridge at Phouc Vinh. From 21-24 April 67 the 173d Airborne Brigade was supported in constructing a 190' DS bridge in the vicinity of Bien Hoa. The company hauled fill material and laterite in support of construction units during the periods not devoted to bridging.

#### (4) Construction

(a) The major construction projects that the group assumed control of were a 15,000 man cantonment at Bear Cat, a 7500 man cantonment at Dong Tam and a 5800 man cantonment at Long Giao.

(b) The first construction project initiated by the 34th Engineer Group was a 1000 man POW Camp on Phu Quoc Island. Phu Quoc is in the Gulf of Thailand, 200 miles west of Vung Tau. This is a joint US and ARVN project with each providing an engineer company. The ARVN company commander has been designated officer in charge.

(5) Base Development. With the exception of Vung Tau all of the major base camps within the 34th Engineer Group area are relatively new, having been directed for construction within the last 6 to 8 months. The Base Development Master Plan for each of these sites has been developed as a joint venture of the Base Development Board and the construction unit building the camp. The Base Development Plan indicates all facilities: planned, under construction, and completed. Since there are numerous changes in troop stationing, as well as a constant increase in troop units being programed into the country, the Base Development Plans are under constant revision. Continuous coordination between the group and the station Base Development Boards has been necessary to satisfy new requirements on a timely basis. The group further plays a large part in coordinating the efforts of all of the various planning and construction agencies within its area.

(6) Aviation. Experience gained since this headquarters became operational indicates there will be a continuing requirement for at least 20 helicopter flights per day within a 50 mile radius to support the Group Headquarters and attached units. These are essential flights only and those trips which are "desireable but not essential" are not included in this total.

#### Section 2, Part I, Observations (Lessons Learned).

##### 1. Personnel and Administration.

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ITEM: (U) Publications are essential to a newly-activated unit.

DISCUSSION: Upon activation, the unit had no basic library of publications on hand. This included administrative, doctrinal, logistical, and maintenance publications. The time lapse in obtaining publication account numbers, submission of requisitions and the filling of requisitions is not acceptable.

OBSERVATION: Stations activating units should arrange to have packets of required publications ready to issue units upon activation.

ITEM: (U) Manning level must be flexible to be compatible with mission.

DISCUSSION: TOE 5-112E allows insufficient personnel to accomplish this unit's mission in Vietnam.

OBSERVATION: In the case of the 34th Engineer Group it has been necessary to augment TOE 5-112E with a Personnel Section, additional clerical personnel, and the following officers:

Contract Liaison Installation Master Planning Officer,  
MOS 7900  
Liaison Officer, MOS 1331  
Military Personnel Officer, MOS 2200  
Civilian Personnel Officer, MOS 2200  
Assistant Supply Officer for Transportation, MOS 4010

ITEM: (U) Shortage of qualified mess personnel, in the float bridge company to support the operation of two or more mess facilities.

DISCUSSION: Due to the nature of rafting operations conducted by a float bridge company one or more platoons may be required to live and mess separately from the unit area. Generally, they will be required to operate their own mess facility since the raft site is usually not located in an area where other units and other mess facilities are accessible. Operation of this platoon mess requires, at a minimum, one individual from the unit mess who is highly competent and responsible; thus reducing the unit mess staff.

OBSERVATION: Relief from this problem in this unit has been obtained by utilizing platoon personnel who are interested in mess operations as second cooks at the raft site. This unit is attempting to train sufficient personnel by OJT so that each platoon has one or more persons familiar with mess operations to assist qualified mess personnel at isolated sites.

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2. Operations:

ITEM: (U) Unpacking of Equipment of the 573d Engineer Company (FB).

DISCUSSION: Due to large amounts of parts and supplies being received just prior to outloading and due to limited shipping space allocated many items were packed hurriedly with little regard to section distinction within the unit. As a consequence, unpacking and accounting for individual items of equipment was delayed.

OBSERVATION: In as much as is possible, packing of equipment, supplies and parts should be done with an eye toward unpacking in-country where many of these items will be needed immediately. If possible and if time and space permits, each section within a unit should be allotted specific containers for its exclusive use. This would facilitate unpacking so that each section could unpack its own equipment and supplies in a quick and orderly manner.

3. Training and Organization:

ITEM: (U) Lack of organic aviation.

DISCUSSION: The organic Group aviation section was deleted by General Order 199 Sixth US Army, 19 September 1966. Because of the great distances involved and the insecure nature of the road net within the group's area, the group headquarters and the battalion headquarters must rely extensively on air travel: to exercise normal command and control; to provide necessary technical supervision to the construction effort; to perform reconnaissance of forthcoming jobs; and to move personnel, supplies, mail and critical equipment. The number of flights which have been obtained from all available resources have not been adequate to satisfy the minimum requirements.

OBSERVATION: The number of flights which have been available have not been adequate to satisfy the minimum requirements.

ITEM: (U) Driver's Training, 573d Engineer Company (FB).

DISCUSSION: Although this unit underwent an extensive driver's training program prior to deployment, a lack of knowledge concerning the road conditions and hazards present in-country prevented further, more beneficial training.

OBSERVATION: Units likely to do extensive cargo hauling, would be well advised to thoroughly train drivers prior to deployment, on all types of secondary and pioneer roads, to familiarize them with many of the hazards and conditions which are standard in Vietnam.

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### 4. Logistics:

ITEM: (U) Requisitioning of Unit TOE Equipment.

DISCUSSION: Sponsoring units are assigned the responsibility of requisitioning TOE equipment for activating units. Problems are encountered if the requisitioning unit is not technically knowledgeable of required makes and models of specific equipment.

OBSERVATION: At time of activation an agency above the sponsoring unit level should requisition a new unit's equipment.

ITEM: (U) Receipt and processing of unit main body.

DISCUSSION: Unit advance party received information that main body and Red TAT would arrive by two aircraft on succeeding mornings. Information was received that arrangements had been made to tranship the unit to its final location. A follow-up check by the advance party the day prior to scheduled arrival date revealed that all arrangements had not been made.

OBSERVATION: The transportation of an incoming unit from the port of entry to home station, to include overnight billets, meals, etc if required, must be planned in detail to insure that personnel receive proper care and treatment. This phase of the unit move can be planned and coordinated in the required detail, only by personnel of incoming unit's advanced party.

ITEM: (C) Transportation of Supplies to Isolated Construction Projects.

DISCUSSION: B Company of the 27th Engineer Battalion assigned to the 34th Engineer Group was assigned a construction project on Phu Quoc Island located approximately 30 miles off the west coast of Vietnam and a total of 210 miles west of Vung Tau. Initial move of unit and supplies was made by LST. Arrangements were made to deliver supplies (rations and fuel) by air every 4 days. Daily additional requirements for supplies i.e. repair parts, construction materials replacements, etc were identified. In each case individual arrangements had to be made to move the supplies to the island.

OBSERVATION: When the total supply requirement is identified, consideration should be given to placing an aircraft or transportation element in direct support of an extremely isolated operation or construction project.

### Section 2 Part II. Recommendations.

1. Personnel. None
2. Operations. None

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3. Training and Organization. It is recommended that the TO&E  
aviation section be restored to this headquarters.

4. Intelligence. None

5. Logistics. It is recommended that requisitioning of TO&E  
equipment of newly activated units be accomplished at installation  
level or above.

6. Other. None

4 ~~incl~~ *Withdrawn at*  
as *Hqs DA.*

*Joe M Palmer*  
JOE M PALMER  
COL, CE  
Commanding

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SUBJECT: Operational Report-Lessons Learned (RC3 CSFOR-65) for Quarterly  
Period Ending 30 April 1967

HEADQUARTERS, UNITED STATES ARMY ENGINEER COMMAND  
VIETNAM (PROV), APO 96491

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DH,  
APO 96307

1. The subject report, submitted by the 34th Engineer Group (Const), has been reviewed by this headquarters and is considered adequate.

2. The recommendations and comments made by the submitting commander have been reviewed and this headquarters concurs, subject to the following added comments:

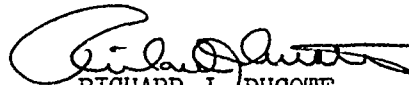
a. Section 1, paragraph 3b(3), page 6, Moratorium on MTOE actions in RVN preclude normal augmentation by MTOE action to meet environmental requirements.

b. Section 2, Part I, paragraph 1, page 10, ITEM: Publications are Essential to a Newly Activated Unit. At present this headquarters provides USAECV(P) and USARV publications to units upon arrival. In addition this headquarters is in the process of setting up a "Package Publication Kit" (USAECV(P) and USARV) to send to units prior to their departure from CONUS.

c. Section 2, Part I, page 11 and Section 2, Part II, page 13, Lack of Organic Aviation. The availability of organic aviation is recognized as a Command wide problem. This matter has been identified in reports rendered through the ORIL and other media.. To reinstate TOE authorized aviation assets in units of this Command it will require that the DA policy as stated in Confidential message DA 763149 DTG 032019 May 1966 be reviewed. This policy deletes all aviation assets from non-divisional combat support and combat service support units prior to their deployment to RVN. Assets authorized for this Command and recognized by DA are not adequate to furnish required aviation support.

d. Section 2, Part I, paragraph 5, page 13, Requisitioning TOE Equipment. Installation commanders are required to requisition TOE equipment of newly activated units UP paragraph 2-7, AR 711-16.

FOR THE COMMANDER:

  
RICHARD J. DUCOTE  
Colonel, CE  
Chief of Staff

CONFIDENTIAL

ACSFOR DA



CONFIDENTIAL

AVHGC-DST (18 May 67) 2d Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 8 AUG 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,  
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 34th Engineer Group as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning TOE 5-112E, section II, part I, page 10 and paragraph 2a, 1st Indorsement: Concur. To modify TOE of the unit to include desired personnel requires submission of MTOE UP AR 310-31 and USARV Regulation 310-31. If MTOE reflect an overall increase in personnel spaces, the availability of trade off spaces at each level of command must be addressed. The Engineer Command has been informed.

b. Reference item concerning request for Air Force Caribou on "dedicated user" basis, section I, paragraph 3c, pages 6 and 7: Concur. Request for aircraft was initiated by the unit during the month of July 1967. Request was returned for additional information. Services Division, G-4 Section, USARV is in direct contact with unit to assist in processing the request. Final approving authority is COMUSMACV (TMA).

c. Reference item concerning lack of organic aircraft, section II, part I, paragraph 3, page 11; section 2, part II, paragraph 3, page 13 and paragraph 2c, 1st Indorsement: Concur with 1st Indorsement comments. Until DA can support organic aviation requirements in non-combat units this situation will continue. Recommend DA take action to restore aviation sections in all combat support and combat service support units in USARV.

d. Reference item concerning transportation of supplies, section II, part I, paragraph 4, page 12: Concur. In the absence of TOE aviation assets, the use of aircraft on a dedicated user basis is an appropriate solution. A request for this support has been initiated by the unit.

e. Reference item concerning requisitioning of unit TOE equipment, section II, part I, paragraph 4, page 12; section II, part II, paragraph 5, page 13 and paragraph 2d, 1st Indorsement: Concur with 1st Indorsement comments. This responsibility is as stated in AR 711-16.

Downgraded at 3 year intervals  
Declassified after 12 years  
DOD DIR 5200.10

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AVHGC-DST (18 May 67)


2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65) (U)

f. Reference item concerning essential publications; section 2, part I, paragraph 1, page 10: Nonconcur. A recent change to the regulation on publications supply (AR 310-1) directs installation commanders establish pinpoint accounts and to requisition an initial library of essential publications for deploying units prior to their activation date. Headquarters, USCONARC reviews the adequacy of publications portion of all Final Readiness Reports. Those containing shortages are immediately referred to The Adjutant General, DA to expedite shipment from the publications center to the deploying unit.

FOR THE COMMANDER:

4 Incl  
nc

  
E. L. KENNEDY  
Cpt, AGC  
Asst Adjutant General

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GPOP-DT (18 May 67)

3d Ind (C)

SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1967  
from HQ, 34th Engineer Group (Const) (RCS CSFOR-65)

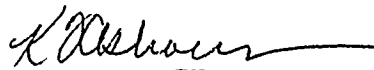
HQ, US ARMY, PACIFIC, APO San Francisco 96558 18 OCT 1967

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. (U) This headquarters has evaluated subject report and forwarding  
indorsements and concurs in the report as indorsed.

2. (C) Action taken by DA in message, DA 828870 from OCoFSA,  
21 Aug 67, to provide USARV with 40 U-6 and 20 U-1 aircraft on a 180-day  
loan basis (renewable) should give USARV capability to provide increased  
support to those unit that have no organic aircraft.

FOR THE COMMANDER IN CHIEF:



K. F. OSBOURN

MAJ, AGC

Asst AG

4 Incl  
nc

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Declassified after 12 years  
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